

TORQUEFLITE 727 VALVE BODY

Part #723080

NOTE: Torqueflite racing transbrakes are designed for Pro Tree or Full-Tree use. Delay may be achieved by an electronic delay device, a two-step ignition RPM limiter, or by the driver picking the desired RPM and simultaneously mashing the throttle and letting go of the switch at the desired spot on the tree.

VERY IMPORTANT! This aluminum billet valve body incorporates a reverse safety feature. This means there are two things that must be done in order to back up:

1. Place the shifter in "reverse".
2. Press the transbrake button

The car will back up as long as the button is held down. If the button is pushed down while the transmission is in Neutral, the car will also back up. Whichever method you use is a matter of personal preference and will impose no ill effects on your transmission.

Failure to comply may possibly cause extreme damage to the transmission and/or possible injury or death to the driver!



VERY IMPORTANT RULES TO ABIDE BY:

BURNOUT PROCEDURE:

Burnout procedure can kill a sprag. Never start the burnout in first gear! The 1-2 shift in the water will knock the sprag rollers out of position every time. Always start the burnout in 2nd gear and then shift to 3rd gear. Never let the tires "hook up" while the engine is under power!

DISRUPTION OF POWER THROUGH THE DRIVELINE:

A broken drive shaft or U-joint, a broken rearend or axle, or possibly oil or water on the track where the tires hook - spin - and rehook, for example, can send enough of a jolt through the driveline to dislocate sprag rollers. It is always a good idea to inspect the sprag rather than to be sorry later.

NEVER NEUTRAL THE TRANSMISSION DURING SHUTDOWN:

Always ride the transmission down in high gear.

Any of these three conditions allow for the possibility for the high gear drum to rev at or beyond the burst speed of the drum (about 15,000 to 18,000 RPM) possibly resulting in a violent transmission explosion!

Inspect the condition of all sprag components (inner and outer races, rollers, and spring cage). Take the accordion springs, stretch them apart 1/4", if a bend occurs at one of the folds, it is worn out. Take no chances! Replace anything that is questionable or send it to us for inspection. Check the press fit of the outer race in the case. A loose outer race in the case means "replace the case" with one that is tight or find an aftermarket bolt-in sprag.

WHEEL STANDS:

The increased "hit" in the chassis can make a normal leaving car stand on the back bumper (especially a ladder bar car) Try to get used to using the brake at lower RPMs (2500-3000) for the first couple of runs. This will give an indication of how the car will react and what changes will need to be made.

Remember! Don't even think about running without protection of a trans blanket or a shield for your own protection!